

United States
Environmental Protection
Agency

Regional Administrator
75 Hawthorne Street
San Francisco, CA 94105-3901

Region 9, Arizona, California
Hawaii, Nevada, Guam
American Samoa,
Northern Marianas Islands



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Media Contact: Nahal Mogharabi, mogharabi.nahal@epa.gov

EPA Announces Millions in Grants to Clean Air Projects in San Joaquin Valley *Strategic Plan Aim to Reduce Harmful Air Pollutants, Improve Water Quality*

SAN FRANCISCO—U.S. EPA Regional Administrator Jared Blumenfeld today announced more than \$21 million in grants designed to slash diesel emissions, advance air quality and improve public health, particularly in the San Joaquin Valley. The region, one of the most productive agricultural areas in the country, also has some of the nation's worst air quality and highest rates of asthma. EPA and its partners in the valley, the California Air Resources Board and the San Joaquin Valley Air Pollution Control District, are working to alleviate these problems by channeling significant funds into new clean air technologies.

"Trucks, trains and other diesel equipment provide vital goods movement throughout the San Joaquin Valley, but it's EPA's responsibility to ensure they are protective of public health," said Jared Blumenfeld, EPA's Regional Administrator for the Pacific Southwest. "For every one dollar of EPA grant money invested to reduce diesel emissions, these communities realize at least \$13 in public health benefits."

More than \$7 million of the funds will go to replace, repower and retrofit engines in locomotives, school buses, heavy-duty trucks, agriculture irrigation pumps, boats and port equipment.
PLACEHOLDER ARB QUOTE

An additional \$14 million of Diesel Emission Reduction Act funds will pay for cleaner locomotives throughout the state including a state-of-the art locomotive operating between the Port of Stockton and Lodi by the Central California Traction Rail Company. This locomotive's engine uses significantly less fuel than its 1953 model year predecessor and emits 90 percent less particulate matter and 92 percent less nitrogen oxides into the environment.. This locomotive also uses a regenerative braking system, in which energy otherwise lost as the train slows down is captured and reused. New technologies such as these significantly cut emissions, while creating new jobs and revitalizing local economies.

These clean diesel grant funds will eliminate approximately 206 tons of particulate matter, 4,500 tons of nitrogen oxides and 130,000 tons of carbon dioxide emissions for the lifetime of these projects.

"The challenges we face in the Valley are unmatched by any other region in the nation, and we highly value our partnership with the EPA in our joint efforts to reach our clean air goals," said Seyed Sadredin, Executive Director and Air Pollution Control Officer of the San Joaquin Valley Air District. "Achieving zero emission goods movement is a key component of our clean air strategy."

In addition to day's funding announcement, EPA today launched its strategic plan for the Valley, which many of the most pressing issues in the region, including air and water quality, enforcement of public health standards and environmental justice. EPA will continue to work with the California Air Resources Board and San Joaquin Valley Air Pollution Control District and aims to reduce particulate matter 2.5 (PM 2.5) concentrations by 7% in 2012. To improve water quality, EPA will work closely with other federal agencies to leverage invest in 11 public water systems that need infrastructure improvements and treatment to meet drinking water standards. Under the President Obama's Strong Cities, Strong Communities initiative, EPA has also contributed two full-time federal employees to lead a multi-agency team that will partner with the City of Fresno and local stakeholders to implement a redevelopment vision. As part of the strategic plan, EPA is also dedicated to tracking and reducing environmental hazards, recycling pesticide containers and helping to spur dairy digester projects in the Valley. EPA welcomes public comment on the San Joaquin Strategic Plan. The plan will be finalized in the coming months.

Pollution from dirty diesel engines remains one of the most significant health risks in California. The California Air Resources Board estimates that approximately 9,000 people in California die prematurely each year as a result of exposure to fine particle pollution like diesel exhaust.

The more than \$21 million of EPA grant funds will go to new projects throughout the state and existing locomotives in San Joaquin Valley and South Coast including:

San Joaquin Valley Air Pollution Control District: \$2,000,000 to repower two older locomotives with newer, cleaner engines.

California Air Resources Board: \$317,185 to retrofit 26 heavy duty school buses with certified diesel particulate filters throughout the state.

Bay Area Air Quality Management District: \$1,557,987 to replace 43 heavy-duty drayage trucks that operate at ports around the San Francisco Bay Area.

Port of Long Beach (City of Long Beach Harbor Department): \$2,373,248 to retrofit 35 top handlers with diesel particulate filters, replace of one yard truck, and repower one workboat and one crewboat.

Sacramento Air Quality Management District: \$1,097,032 to establish a voucher program to replace 200 existing diesel agricultural irrigation pump engines with new electric agricultural pump motors to power agricultural irrigation pumps.

California Air Resources Board in 2010: \$3,949,496 to replace six older yard or switch with ultra-low emitting genset locomotives: two in San Bernardino, one in Stockton at the Central California Traction Rail Company, two in Modesto, and one in Traver, San Joaquin Valley.

California Air Resources Board in 2009: \$8,866,000, through the American Reinvestment and Recovery Act, to replace 11 older BNSF yard or switch with ultra-low emitting genset locomotives in Southern California: three in San Bernardino, two at the Watson yard in Wilmington, and six at the Hobart rail yard.

California Air Resources Board in 2009: \$1,172,983, through the American Reinvestment and Recovery Act, to install a selective catalytic reduction system with a diesel oxidation catalyst capable of

meeting Tier 4 emission levels on a line haul locomotive that is being demonstrated under rigorous conditions in the Mojave Desert between Cadiz, California and Parker, Arizona.

DERA grants are funded through the West Coast Collaborative, a public-private partnership between leaders from federal, state, and local government, the private sector, and environmental groups committed to reduce diesel emissions throughout western North America. The Collaborative has provided more than \$97.5 million of grant funds, with an additional \$119 million of leveraged money by its partners since 2008. This translates to emission reductions of approximately 1,725 tons of particulate matter and 38,895 tons of nitrogen oxide for the lifetime of these grant projects.

Cleaning up diesel emissions can also have direct near term climate benefits. For more information, visit: http://yosemite.epa.gov/sab/sabproduct.nsf/fedrgstr_activites/BC%20Report%20to%20Congress?OpenDocument

More information on these grants and to learn more about the West Coast Collaborative, visit: <http://www.westcoastcollaborative.org>.

For more information on the National Clean Diesel Campaign, including a list of all grants nation-wide, visit: <http://www.epa.gov/cleandiesel>

For information about EPA Region 9 Pacific Southwest's San Joaquin Valley Strategy, visit: <http://www.epa.gov/region9/strategicplan/sanjoaquin.html>

Today's announcement is part of EPA Regional Administrator Jared Blumenfeld's two day "Whistle Stop Tour" of San Joaquin Valley. For more information on his overall visit, today's event and photos, please <http://www.epa.gov/region9/mediacenter/sjv-tour/>

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